F.E. Dosch
8

PACIFIC FRUIT EXPRESS COMPANY

August News Letter

San Francisco, August 19, 1958.

P.F.E. Loadings

	1958			1957		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
July	28,865	6,398	35,263	31,333	4,927	36,260
January-July	193,273	20,260	213,533	191,462	16,419	207,881

Car Situation

Car supplies are ample in all principal loading areas and current and prospective westbound empty tide should be adequate for full protection of August and September loading without foreign car assistance. BAR has been requested to withdraw its cars from PFE service after August 31st.

Crop Conditions

Along Southern Pacific -

Oregon: Rogue River Valley pear crop is reaching maturity with first shipments being forwarded August 4th. Crop is of normal size and quality.

Northern California: Cantaloupe harvest along west side of San Joaquin Valley entered peak production period August 5th; however, unsatisfactory marketing conditions have held shipments well below the potential. Cantaloupe production will advance northward to Sacramento Valley as month progresses. Tree fruit loading generally is considerably below normal due to light crops and heavy cannery takings. There is a good crop of pears in Lake and Mendocino Counties with shipping underway since first of month -- peak

PACIFIC EXPRESS CO.
SACRAMENTO CALIF.

1958 AUG 25 AM 7 38

period expected August 15th through 25th. Salinas lettuce continues in good volume but below potential due to prevailing weak markets resulting from large supplies of Eastern home-grown stock.

Southwest District: Citrus loading continues in steady volume but below normal due to light crops and weak domestic lemon markets. There has been a heavier than usual export movement of lemons overseas. Miscellaneous vegetables continue in light volume from Los Angeles, Oxnard and Guadalupe areas.

T&NO: Perishable season is over. Shipping consists of few miscellaneous commodities at rate of 8 to 10 cars daily.

Along Union Pacific -

Idaho: There is a considerable increase in planted potato acreage for 1958-59 harvest over last season and crop promises normally good yield per acre; however, car loadings are expected to be well below last year due to present and anticipated weak marketing conditions. There is a big crop of good potatoes in the Red River Valley where last year much of the crop was destroyed by excessive rain and flood conditions. The heavy supplies from this area along with good crops in south and eastern sections will present a marketing problem for Idaho through much of the season. Prospects for tree fruits and other fresh items continue to be satisfactory.

Northwest District: Deciduous shipments moving from this district will be much less than last year due to a more normal maturing season for pears, which was earlier than usual in 1957.

Other shipments will move in normal seasonal volume consisting of frozen foods and miscellaneous commodities.

Eastern District: Colorado vegetable deal is getting off to a late

start as rain and cool weather delayed maturity. Some cabbage had to be replanted and will be two or three weeks later than usual. Carload vegetables should pick up to 4 to 5 per day during August and September.

Early Nebraska potatoes from Kearney District are under way. We hope to get some extra shipments by rail this year account lower rates. Last year the truck take was around 60%.

Northern Colorado potatoes started first week of August. 184 cars moved last August and 146 during September; movement should be about the same this year.

Colorado peach crop is estimated at 2,500 carloads -- 1,800 by rail, and about 650 cars expected to move via Union Pacific. U.P. received 687 cars in 1955, 665 in 1956, and 611 in 1957. Early peaches should start around August 18th and reach peak by last of August to be followed by Delta Country peaches.

- - - - -

Mr. C. O. Wilson, Superintendent, Eastern District, Omaha, Nebraska, retired August 1st after 46 years of distinguished service.

A retirement dinner in his honor was attended by eighty of his PFE friends the evening of July 29th at Gorat's Steak House in Omaha. Generous contributions from 220 of his PFE associates, many from distant stations, made it possible to present Mr. Wilson with a "Glenlake" 21-inch Zenith television set with four highfidelity speakers, and Mrs. Wilson was given a beautiful pin and earring set of rhinestone and crystal. A substantial cash gift was also presented to Mr. Wilson.

- - - - -

Mr. Joseph T. Holland, General Agent at Pittsburgh from December 1, 1955, and prior thereto District Agent since March, 1925, retired July 31st after 39 years of continuous P.F.E. service. He entered P.F.E. employment as an Inspector-Clerk at Chicago.

His home is at 201 Iroquois Avenue, Pittsburgh 37, Pa.

To Joe Holland we extend our best wishes for good health and happiness in his retirement.

- - - - -

Mr. Horace B. Moore succeeds Mr. Holland. Mr. Moore entered our service in June, 1926, and came up through the ranks in the Chicago and later Pittsburgh offices. Prior to his present appointment he served as Chief Clerk in the Pittsburgh office.

- - - - -

Mr. Vane V. Bertholf, Traveling Agent - Chicago, retired July 31st after 48 years of service. Mr. Bertholf started with this Company in May, 1910, as Inspector, CS, Savanna, Illinois.

It is our sincere wish that Mr. Bertholf will have many happy years filled with good health in his retirement.

Mr. Bertholf resides at 1642 W. Estes Ave., Chicago 26, Ill.

- - - - -

It is with regret that we advise you of the passing of another Old Timer, E. H. Price, on August 2nd. Ernie's senority with P.F.E. dated from May, 1919.

- - - - -

Construction of 500 new mechanical 40-ft. freight refrigerator cars is now under way at Los Angeles.

PFE 100003 was the first unit off the construction line, and production schedule is set up on an estimated basis that calls for a 4 car per day output starting September 2nd. It is anticipated that the program will be completed in February, 1959.

These 40-ton mechanical cars are so designed as to be suitable for use in handling shipments of either frozen foods, or fresh fruits and vegetables. They have inside dimensions as follows:

Length	35'-4"
Width	8'-3"
Height, floor to ceiling	8'-7-1/8"
" " rack to ceiling	8'-2"
Effective loading capacity	2,380 cu.ft.

Other dimensions and/or statistics of possible interest in connection with these new cars are as follows:

Width of side door openings	6'-0"
Height " " " "	8'-2"
Estimated light weight of car	62,800 lbs.
Thickness of insulation:	
(a) Side walls	6"
(b) End walls:	
"A" - Evaporator	8"
"B" -	6"
(c) Roof	8-1/2"
(d) Floor	6"

Appurtenances:

(a) 25 cars with "Equipco" secondary refrigerant type system.
175 " " "Carrier" refrigeration system.
300 " " "Trane" refrigeration system.
(b) Witte, Model "D" Diesel engines.
(c) Fuel tanks having a capacity of 500 gallons.
(d) Wooden floor rack slats with metal stringers.

Cars are provided with a temperature differential indicator light, on outside end, which serves as an expedient to determine whether the equipment is operating satisfactorily and whether temperatures are within the desired range of the thermostat setting.

The last of the 500 new mechanical 50-ft. freight refrigerator cars will be off the construction line the latter part of August.

- - - - -

Attitude - The Answer

The primary and basic purpose of an industrial safety program is the prevention of injury to employes to avoid the consequent suffering and distress to both employe and family, physically and financially; secondarily is the disruption, decreased efficiency and economic loss injuries cause in Company operations.

These were the considerations given by P.F.E. management in setting up our Safety Program, and for a number of years a fine record was accomplished and brought desired results; however, since January of this year, our record has slipped badly and too many "not-safety-minded" employes are off the job as the result of serious personal injuries.

What can be expected for the future in the P.F.E. safety record? Until such time as each individual P.F.E. employe makes a complete analysis of himself and maintains within himself the constant attitude and resolution that he will follow the rules and safety practices of the Company for his own good, that of his family, and of his Company, then, and only then, will our Safety Program function as it should for the benefit of all. The mold has been set -- most of our employes are reaping its benefits and there is no reason why you should not enjoy them. Let us all maintain an attitude that will protect the most valuable assets we have -- our health, our lives and our jobs.

- - - - -

Chas. Ahern

Vice President & General Manager